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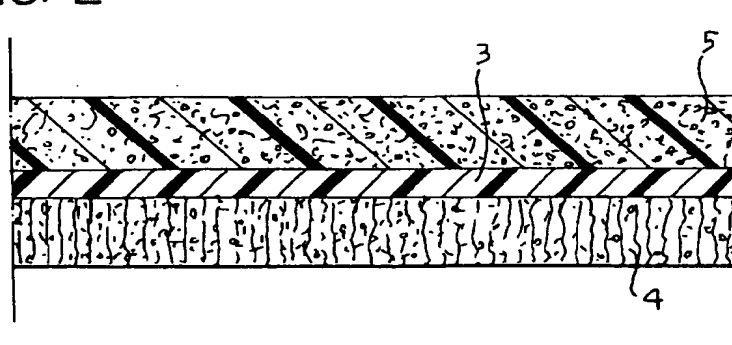
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(54) A wheel-arch cover panel for a motor vehicle

(57) A wheel-arch cover panel for a motor vehicle, is formed by a thermoformed, laminar structure, and comprises a layer (3) of plastics material impermeable to liquids, at least one layer of fabric, particularly a non-woven fabric (4), which is applied to the face of the layer

of plastics material (3) facing towards the wheel of the motor vehicle and at least a third layer (5) of expanded plastics material on the face facing towards the body-work.

FIG. 2



EP 0 810 145 A1

Description

The present invention relates to a wheel-arch cover panel for fitting on the external bodywork of a motor vehicle.

According to the prior art, these panels are made of a plastics material formed by injection moulding and have fixing means for fixing them to the bodywork of the motor vehicle. More recently, panels formed of a non-woven fabric impregnated with resin on the side facing the bodywork of the motor vehicle have been introduced.

As a result of studies directed towards reducing the noisiness of the vehicle, it has been found that wheel-arch cover panels help considerably in the reduction of the noise level reached by the motor vehicle in motion. In this connection, panels formed of an impregnated, non-woven fabric reduce the noise level, but these panels are subject to rapid wear and do not achieve good water proofing.

To prevent the problems encountered in the prior art, the subject of the present invention is a wheel-arch cover panel for a motor vehicle, characterised in that it is formed by a thermoformed laminar structure comprising a layer of plastics material impermeable to liquids, and at least one layer of fabric, particularly non-woven fabric, which is applied to the face of the layer of plastics material facing towards the wheel of the motor vehicle and at least a third layer which is applied to the face of the sheet of impermeable plastics material facing towards the bodywork of the motor vehicle constituted by an expanded plastics material.

Further characteristics and advantages of the present invention will become clear from the following detailed description given with reference to the appended drawings, provided purely by way of non-limiting example, in which:

Figure 1 is a perspective view of a wheel-arch cover panel, and

Figure 2 is a section taken on the line II-II of Figure 1.

With reference to the drawings, a wheel-arch cover panel, generally indicated 1, has fixing means which, in the embodiment in question, are through-holes 2, for its fixing to the bodywork of the motor vehicle.

According to the invention, the panel is formed by a laminar structure comprising a layer 3 of thermoformable, thermoplastic plastics material which can confer the necessary rigidity and impermeability to liquids on the structure. The layer 3 of plastics material is produced from, for example, a sheet of polyolefin plastics material, such as, for example, polyethylene, polypropylene, or acrylonitrile butadiene and styrene (ABS). Typically, the layer 3 has a thickness of from 0.5 to 3 mm.

A sheet 4 of fabric, particularly constituted by a needled non-woven fabric, is applied to the face of the layer

3 facing towards the wheel of the motor vehicle and, in the preferred embodiment, is a needled fabric with a three-dimensional structure having fibres arranged parallel to its general plane and fibres arranged perpendicular to the general plane; these non-woven fabrics are known and are produced according to techniques known by the names VELOUR and DILOUR (registered trade marks). The layer 4 preferably has a specific weight of from 0.05 to 0.1 g/cm³ and a thickness of from 1 to 5 mm.

It has been found that non-woven fabrics having a three-dimensional structure of the type mentioned above have optimal sound-deadening properties for the specific application and substantially reduce the level of noise generated by the wheel-arch cover panel when the motor vehicle is in motion.

In the preferred embodiment, the wheel-arch cover panel is a three-layered structure comprising a further layer 5 which is applied to the face of the layer of impermeable plastics material facing towards the bodywork of the motor vehicle. The layer 5 is preferably a layer of expanded plastics material, such as, for example, open-cell flexible polyurethane with a thickness typically of from 3 to 10 mm, more preferably having a surface skin on its face facing the bodywork.

The non-woven fabric used for the layer 4 is typically formed from polyester, polypropylene, polyethylene, polyamide or, in any case, synthetic fibres resistant to water and abrasion.

The laminar structure with three or more layers can easily be produced by a coextrusion process simultaneously with the extrusion of the sheet of impermeable plastics material 3. The laminar structure thus produced is then subjected to a thermoforming process in order to be formed to the required shape for a wheel-arch cover panel.

The advantages of the panel of the invention lie mainly in the achievement of good sound-deadening and waterproofness characteristics as well as resistance to wear and abrasion when the motor vehicle is in motion.

According to a preferred embodiment, the layer 3 is a structural element having an alveolar or cellular structure.

Such a structural element may e.g., consist of an integral extrudate having an upper and lower wall connected one to the other by means of a plurality of septa which define, together with the upper and lower walls, a plurality of longitudinal substantially parallel passages.

The structural element may alternatively consist of a layered structure comprising an upper and a lower sheet member and an intermediate layer having a plurality of hollow projections, protruding from an interconnecting web, said intermediate layer being bonded to the upper and lower sheet members at the tops of the projections and in correspondence of the interconnecting web.

Claims

1. A wheel-arch cover panel for a motor vehicle, characterised in that it is formed by a thermoformed laminar structure comprising a layer (3) of plastics material impermeable to liquids, and at least one layer of fabric, particularly a non-woven fabric (4), which is applied to the face of the layer of plastics material (3) facing towards the wheel of the motor vehicle and at least a third layer (5) which is applied to the face of the layer of impermeable plastics material (3) facing towards the bodywork of the motor vehicle and is constituted by an expanded sheet plastics material.
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2. A wheel-arch cover panel according to Claim 1, characterised in that the layer of fabric is a needled non-woven fabric with a three-dimensional structure having fibres arranged parallel to its general plane and fibres arranged in a plane perpendicular to the general plane.
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3. A wheel-arch cover panel according to Claim 1 or Claim 2, characterised in that the layer of non-woven fabric is formed by fibres of material selected from polyethylene, polyester, polypropylene and polyamides.
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4. A wheel-arch cover panel according to any one of Claims 1 to 3, characterised in that the layer (4) has a specific weight of from 0.05 to 0.1 g/cm³ and a thickness of from 1 to 5 mm.
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5. A wheel-arch cover panel according to Claim 4, characterised in that the layer (5) is made of open-cell expanded polyurethane, having a surface skin.
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6. A wheel-arch cover panel according to any one of the preceding Claims, characterised in that it is formed by a coextruded laminar structure subjected to thermoforming.
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7. A wheel-arch cover panel according to any of Claims 1 to 5 wherein said layer (3) of plastic material is a structural element having an alveolar or cellular structure.
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FIG. 1

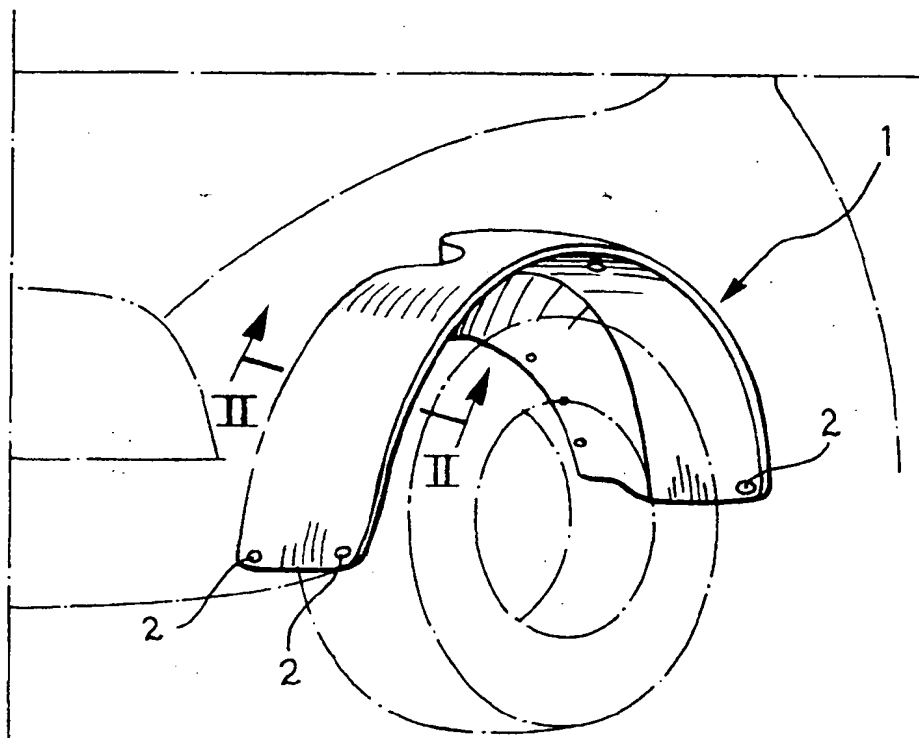
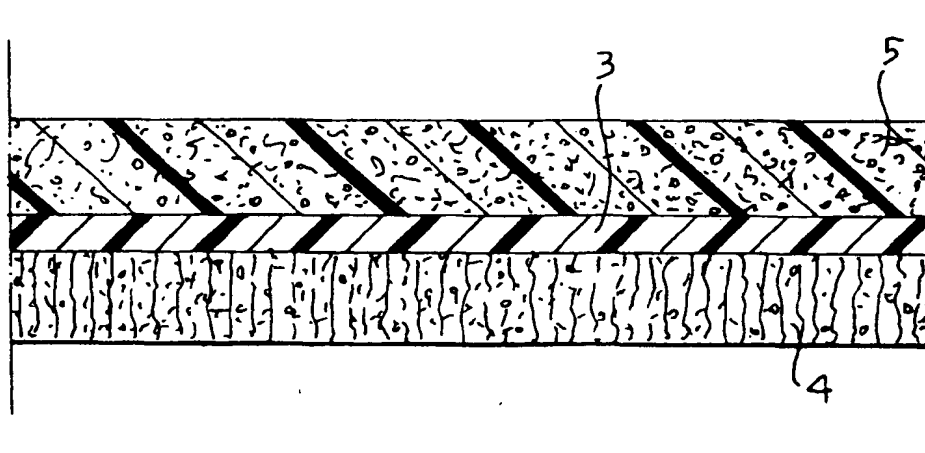


FIG. 2





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Application Number
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Category	Citation of document with indication, where appropriate, of relevant passages	Relevant to claim	CLASSIFICATION OF THE APPLICATION (Int.Cl.6)
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The present search report has been drawn up for all claims			
Place of search THE HAGUE		Date of completion of the search 19 September 1997	Examiner Hageman, L
<div>CATEGORY OF CITED DOCUMENTS</div> <div> X : particularly relevant if taken alone Y : particularly relevant if combined with another document of the same category A : technological background O : non-written disclosure P : intermediate document T : theory or principle underlying the invention E : earlier patent document, but published on, or after the filing date D : document cited in the application L : document cited for other reasons & : member of the same patent family, corresponding document </div>			

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EUROPEAN SEARCH REPORT

Application Number
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The present search report has been drawn up for all claims			
Place of search THE HAGUE		Date of completion of the search 19 September 1997	Examiner Hageman, L
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